



DATE: 12.31.2015
TO: ProTrak
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■ **THE POINTE AT BARCLAY COMMERCIAL PHASE 1 [TRC Plan Review # 4]**

↻ Initial Review Note ↻

All comments are based on adopted policy documents, specific City of Wilmington Land Development Code (CofW LDC) and City of Wilmington Technical Standards and Specifications Manual (CofWTSSM) requirements in effect at the time of this review. These have been noted after the comment as appropriate for your ease in further research.

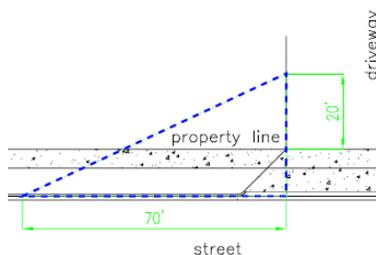
The City Engineer may administratively approve dimensional variance requests per LDC Sec. 18-348. If the Applicant feels further interpretation is in order, please contact Transportation Planning directly to discuss in additional detail. Please apply for all administrative variances in writing, an email is acceptable or this may be included on the plan set. Please see Sec. 18-348 of the Land Development Code for the information required to process a variance request.

TECHNICAL STANDARDS – NEW ROADS:

1. As previously stated, the cross-section details for the roadway sections on sheet C-1.1 show 1.5” of asphalt pavement. The standard street cross section has a minimum of 3” of Asphalt. Please revise. [SD 3-01 CofW Tech Stds]
2. The proposed subdivision streets do not meet the minimum horizontal centerline radius of 100’ for local streets.

TECHNICAL STANDARDS – ACCESS (driveway, sidewalk, and sight distance):

3. Revise pavement markings to be appropriate for one way travel lanes and entrance and exit lanes. A couple of the one-way arrows appear to be in the wrong direction.
4. Increase the width of the 5’ sidewalk (adjacent to the angled parking along Stonecrop Drive, Barclay Pointe Blvd., and Dusty Miller Ln.) to 6.5’. The sidewalk does not have the minimum 2.5’ vehicular overhang.
5. The 20’X70’ Sight Distance Triangles were not properly shown. Ensure that the 20’ is measured from the property line behind the sidewalk. [Sec.18-529(c)(3)CofW LDC]



TECHNICAL STANDARDS – PARKING:

6. The site plans are still using R10’ radius on some landscaping islands at the end of travel lanes. Please increase these to R15’ to facilitate movement in the parking areas by large SUVs and trucks.

7. The minimum radius is 25' for any portion of a parking lot adjacent to a travel way (i.e. islands at the end of a parking bay) for parking that is open to the public. If the travel way will not be used for emergency service vehicles or truck traffic, you may request a tighter radius, the minimum is 15'. [[Chapter VII, Detail SD 15-13 CofWTSSM](#)]
8. Please provide the turning movement analysis of a WB-50 vehicle and Fire Truck at driveway between building #4 and Building #5 and the roundabout on Barclay Pointe Blvd.

TECHNICAL STANDARDS – Barrier Free Design:

9. Increase the width of the proposed 5' sidewalk, where adjacent to 60 degree parking spaces, to meet ADA requirements. Increase the sidewalk width to 6.5' to provide the allowance for a 2.5' vehicle overhang. [[Ch. VII, SD 15-13 CofWTSSM](#)]

Please let me know if you have any questions or if I can be of further assistance as this development continues in the review process.